SEVENTEEN ENTRIES FOR AUTO-MOBILE CLUB TOUR.

Pleasure Jaunt Arranged Through New England Proves Popular With Members of Big Organization-Cars to Be in Classes According to Horse-power.

Announcement was made last night by the Automobile Club of America that the cars in the pleasure tour of the A. C. A. bureau of which starts on Friday, are to be divided into three classes according to horse-power. The cars of less than 20 horse-power are to comprise Class 1, those of from 20 to 40 horse-power will be in Class 2 and Class 3 will include machines of more than 40 horsepower. The average speed allowance for each class will be as follows; Class 1, fourteen miles an hour; Class 2, eighteen miles an hour,

and Class 3, twenty miles an hour. Up to yesterday afternoon seventeen entries had been made for the leisurely journey through New England. [The entrants and their cars were as follows: Calvin T. Adams, 35 horse-power Darracq; Daniel Daly, 50 horse-power Matheson; F. H. Hughes, 15 horse-power Ford; John R. Hughes, 15 horse-power Ford; Robert Lee Morrell, 35 horsepower Locomobile; J. A. Murray, 28 horse-power Franklin; R. F. Outcault, 40 horse-power lozier: Orrel A. Parker, 45 horse-power Royal; Carl H. Page, 60 horse-power Peerless; Walter B. Smith, 50 horse-power Chadwick; Van Bureun, 40 horse-power Berliet Albert de Verastegin, 40 horse-power Fiat; Lamar Washington, 45 horse-power Peerless; A. H. Whiting, 35 horse-power Stoddard-Waldron Williams, 30 horse-power C. G. V.; Winslow Tracy Williams, 15 horsepower Panhard, and O. A. Woodruff, 24 horsepower Besliet.

The board of trustees of the New Jersey Automobile and Motor Club of Newark elected the following active members at its recent meeting. Dr. John Welberg, New York; W. C. Nicoll, J. P. Dannefelzer, F. P. Scofield, Dr. G. A. Van Wagenon, Dr. Henry Ost, Frank Opdyke, F. N. Lutz, Dr. B. H. Greenheld, J. W. Veghte, M. W. Simonson, F. W. Briggs, E. F. Flood and Walter Walsh, all of Newark; H. N. Jacobus, J. R. Mitchell, C. C. Stanley and C. L. Bush of Montclair: Otto L. Herdrich, Irvington; M. E. Johnston, W. A. Losey and C. H. Cromble of East Orange; Dr. S. A. Muta and W. A. Flint, West Orange; Dr. S. A. Muta and W. A. Flint, West Orange; Nolfe, Bloomfield; Henry Feuchtwanger, Madison, J. A. Wilson, Westfield; P. L. Smith, Hackettstown; S. S. Wheeler, Bernardsville; R. A. Perkins, Jersey City; H. R. Barry, Passaic H. M. Keasbey, Orange. The following associate members were also elected; C. E. Van Syckle and John Stern of Newark; G. F. Brandenburgh, Irvington; W. H. Bruen, East Orange; C. A. Menzel, Hilton.

Orange; C. A. Menzel, Hilton.

The officials of the Automobile Club of Pittsburg have started a campaign for a larger membership and give the following reasons why motorists should become members of the organization: It has compelled the erection of sign boards at all cross roads in Allegheny county. It is erecting enamelled steel road signs on all of the through roads radiating from Pittsburg. It has taken and is taking an active interest in road improvement in the county and State. It has compiled touring information for the benefit of its members. It has taken an active interest in local ordinances and State legislation affecting motorists and shared in all work of this nature through both the State and national governments.

ments.

Thirty cars were entered for the big Russian road race from St. Petersburg to Moscow, the competing machines being divided into four classes. There were eleven entries in the class for heavy cars, the best known ones being Hemery, Benz; Demogeot, Darracq; Duray, De Dietrich; Jarrott, De Dietrich; Pope, Itala. Porporato, Berliet, and Rougier, De Dietrich. Hemery won in this class driving the big Benz over the 428 miles of rough roads in the good time of 8 hours 30 minutes 48 seconds, averaging fifty miles an hour. Demogeot was second in 8 hours 42 minutes 12 seconds, and the English driver, Pope, was third with the Itals. Wagner, winner of the last Vanderbilt cup race in 1906, won in the second class with a Flat, Eros being second with an S. P. A. The third class was won by a fiat. Hemery bettered last year's time by fifty-two minutes.

A new demand for improved highways, more urgent than any preceding, arose with the spread of the automobile, and the indications are that under the leadership of this most modern of passenger vehicles all of the various tribes of good roads are to be united. Never before has there been a good roads demonstration at which so many different organizations were represented as there will be at the good roads and legislative convention to be held at Buffalo on July 6, 7, and 8. This uniting of forces for the common cause gives new strength and significance to the good roads movement and the three days at Buffalo promise to mark a new epoch for the workers of this field.

Mrs. Frederick J. Linz, president of the California Woman's Automobile Club, and the officers and members of the organization gave an automobile outing on June 11 for the orphan children of Oakland, across the bay from San Francisco. Mrs. Linz and the other members of the club gave a similar outing last year in San Francisco.

The police officials in the southern counties of England have devised a new plan of suppressing speeding over the roads under their jurisdiction. Instead of conducting the old isshoned police speed trap in which cars were timed for a few hundred yards or so the constables have resorted to long distance timing. The officers take the numbers of cars as they pass them and the time of observation. Other constables go through similar performances all over the district and thenkend their reports in to headquarters. The officer in charge goes through the reports and is able to trace the progress of each car through his district, it being a simple matter to figure out the average speed of any vehicle from one point to another. When cases are found where motorists have been too reckless resgarding the rate of speed at which they travelled they will have summoness served upon them. It is expected that the new plan will eliminate the speed maniacs almost entirely.

Motorists of Suffolk, Va., have organized the Automobile Club of Suffolk and elected the following officers: President, C. A. Shoop; first vice-president, W. N. McAnge; second vice-president, B. L. Saunders; secretary and treasurer, R. L. Gaskins. The organization will devote its attention principally to helping the good roads movement in its neighborhood.

The investigations of a French savant, M. A. Mouneyrat, go to show that the motor car when judiciously used often has a value beyond what is realized, particularly in case of nervous and mental indisposition. In fact it tends to cure many disorders which hitherto could only be improved temporarily, or even resisted treatment altogether. The skin in particular is much improved, which the blood circulating system is toned up in a remarkable manner. Motoring is indeed eminently advisable, according to this authority, for people who suffer from anemia, sieplessness and loss of appetite. During several tours of about eight days each, in which an average speed of twenty-five miles an hour was maintained, the experimenter found a decided increase in the number of red corpuscies in the blood. In one case of anæmia the figure increased from (\$300,000\$ at the beginning to \$5,000,000\$ per wibble millimetre at the end of eight days motoring. Numerous other instances bear this out, the average increase being about 25 per cent.

28 per cent.

A striking analogy between the effects of motoring and of residence on mountains at an elevation of 5,000 feet above sea level is found by M. Mouneyrat even when the subject is distinctly healthy. As a means of increasing the appetite, and particularly of inducing sleep, touring by motor car has much to recommend it, while one's mental tone is restored and a cheerful outlook taken of life. Though motoring has long been known to be very beneficial to the health of its devotees, the figures given by this experimenter are of special interest as showing its advantages from a scientific point of view.

When Charles J. Glidden first donated his trophy as a touring prize he had in mind S Masure trip, mildly competitive. It was found impracticable to combine contest and comfort, so the character of the tour has been modified until it now is frankly a stern competition in touring, which is supported almost wholly by the manufacturers and is watched by automobilists everywhere to learn how the cars stand up under streamous touring conditions. A few enthusiasts enter this event for love of the sport, but it is too arduous, for the average private owner, and now that the Automobile Club of America has announced an open pleasure tour of a week's duration there will be a chance for the owners of cars to join the procession thad be happy.

Sonsul-General Norman Hutchinson in reporting from Bucharest on the inauguration of automobile races in Rumania calls attention to the probable opening for the sile of American motor cars in that country. The Automobile Club of Rumania, of which Prince George Bibesco is president, hald a very successful race meeting on April 3 on a course more or less rectangular in term, 6 kilometers or 3.8 miles in length,

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situated on the outskirts of the city. As it was a religious fête day some thousands of persons attended the meeting, which must be considered as a historic automobile event for Rumania. as it is the first meeting of the kind ever undertaken. It resulted successfully financially.

"To the American exporter of automobiles this meeting and the classes of cars entered should be an index to a new market for their machines. The races were as follows—one machine at a time: Berliet machine, 40 horse—power, six times the course of 6,670 meters, 36 minutes 11 seconds; Mercedes, 75 horse—power, Fince Bibesco, one stop, same course, 33 minutes 11 seconds; De Dietrich, 60 horse—power, same course, 32 minutes 56 seconds; Mercedes, 45 horse—power, ame course, once around, 4 minutes 56 seconds.

"The races were of two classes, machines of abovs 45 horse—power and those below. Undoubtedly a better meeting will be arranged for next year and American cars should make themselves known."

Secret service men in the employ of the Milwaukee Automobile Club are watching the Blue Mound read, a favorite course west of Milwaukee, for the miscreants who have done great damage to tires by strewing the road with planks and boards with nails protruding. It is believed it is the work of residents along the thoroughfare who have a grudge against motor cars "on general principles."

Joseph Fredericks of New York, who has been touring through Ireland with his wife in his Lozier, told an interviewer in London that the Irish roads were ideal from an automobilist's point of view. He also made a trip of more than 200 miles from Liverpool to London in seven hours. He intends to visit France, Switzerland, Germany, Spain and Italy before returning to this country.

Angus Sinclair, former president of the New Jersey Automobile and Motor Club at Newark has returned from Lafayette, Ind., where Purdue University conferred the degree of doctor of engineering upon him. Mr. Sinclair is to sail for Scotland on July 4 and will make a two month tours of Europe before he returns to this country.

In an effort to devise some means of preventing automobile tires from puncturing, a German inventor is reported to have invented a band to be placed between the shoe and casing. The band contains a number of mica discs. It is thought by the inventor that the mica will not become heated when a car is running, as it is declared that the steel discs that have been used in some puncture proof bands become heated up when used in warm weather or if a car is driven at high speed.

James H. MacDonald, State Highway Commissioner of Connecticut, is trying to reduce the number of grade railroad crossings in his State. Automobilists who have driven through the State have commented on the large number of grade crossings that are without flagmen and have only small warning signs. There is an especially had crossing at Rocky Hill and another dangerous one near Plainville, at neither of which flagmen are stationed.

The dust nuisance has come to be a very serious matter to Britishers, and they have made a great many experiments in an effort to find some remedy. One of the latest plans to do away with dust was recently tried out in London before a number of expert road builders, including a number of famous engineers and several representatives of the Government. The method of applying the dust laying mixture was carefully watched by the experts present, and it is expected to prove successful. It is a tar macadam process, in which the usual tar spraying is supplemented by the distribution of a surface layer of granic chips, which is subsequently rolled into the surface. A tar macadam road made in this manner is said to cost from

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Greatest Amusement Enterprise in the World TIME TABLE (SUBJECT TO CHANGE): Time Table (SUBJECT TO CHANGE):
Leave foot 129th St., North River, 9:00, 9:45, 10:20,
11:15 A. M., 12:30, 2:00, 3:00, 4:50, 7:45 P. M.
Leave foot 22d St., North River, 9:00, 9:45, 10:30,
11:15 A. M., 12:00 M., 1:15, 2:00, 2:45, 3:45, 4:30, 5:30,
6:15, 7:20, 7:45, 5:30, 9:10 P. M.
Leave Pier I. N. R., half hour later than at 22d St.
Returning—Leave Iron Pier, Coney Island, *10:40,
11:25 A. M., 12:10, *12:35, *1:40, 2:35, 3:40, 4:23,
*5:25, 6:10, 7:10, *7:35, *6:40, *9:25, *10:10, 10:45 P. M.
Returning from Coney Island, trips marked with
a so to 129th St. North River.
Round Trip Tickets, 40 Cents. Round Trip Tickets, 40 Cents. Round Trip Tickets 129th St., 50 Cents.

STEAMER TAURUS makes trips EVERY DAY to FISHING BANKS. Leave 129th St., N. R., 7:00 A. M.; 22d St., N. R., 7:40 A. M.; Pier (New) No. 1. N. R., 5:20 A. M. Bait and tackle on board. Fare:—Gentlemen. 75c.; Ladles, 50c.; Children. 25c.

POPULAR EXCURSIONS Jersey (entral **NEXT SUNDAY**

LAKE HOPATCONG

60 Cts. ROUND TRIP TICKETS \$1.00 LEAVE W. 23d ST. 8.50; LIBERTY ST. 9 A.M ATLANTIC CITY

ROUND TRIP TICKETS | CHILDREN \$2.50 LV. W. 23d ST. 7.50; LIBERTY ST. 8.00 A.M. RETURNING LV. ATLANTIC CITY 7.00 P.M.

MIDLAND BEACH. STATEN ISLAND.

Refined Amusement Amid Refined Surroundings Reached via Staten Island Ferry, foot of Whitehall st., terminus of all elevated roads and surface lines; 20 minutes invigorating sail through the lower bay and a short trolley ride through the most picturesque part of Staten Island. Cleanest and safest bathing on the Atlantic Coast.

CHARMING EXCURSIONS West Point, Newburgh & Poughkeepsie
Daily (except Sunday) by Palace Iron Day Line
Stamers. Leave Bklyn, Fulton St. (by Annex), 8
Desbrosses St., 8:40; W. 424 St., 9; W. 129th St.
9:20 A. M. Returning on down boat due 42d St.
6:30 P. M.
MORNING AND AFTERNOON CONCERTS.

ANCHOR LINE California. June 20, noon Columbia . July 4, noon Caledonia June 27, 3 P.M. Furnessia. July 11, 3 P.M. California July 18, noon

California......July 15, 1008 SALOON, 862.50, 867.56 AND 872.50, SECOND CABIN, 842.50 AND 848. THIRD CLASS, \$27.50 AND \$28.75. HENDERSON BROTHERS, 17-19 Broadway Pright and Passenger Steamers sail from Pier 26, N. R., foot of Beach St., every week day at 3 P. M. W. L. WOODROW, Traffic Manager. BERMUDA—45 hours from New York. Palatial steamers. A. E. OUTERBRIDGE & CO., Agenta, 29 Broadway.

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TERCENTENABY CELEBRATION at Quebec S. S. Co.'s S. S.
"Trinidad" sails from New
York July 4, 18, Aug. 1, 18
and from Quebec July 11,
25, Aug. 8, 22.

Fare one way, \$45 and up. Round trip, \$81 and up Usual Summer Tours to Bermuda.

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Plymouth—Cherbourg—Southsmpton.
Louis......June 20 | St. Paul.......July
illadelphia...June 27 | New York......July ATLANTIC TRANSPORT LINE New York—London Direct. Pier 39, N. R. Mesaba.....June 20, 9 A.M. Minneapolis .. July 4 Minnehaha.June 27, 9:80 A.M. Minnetonka... July 11 RED STAR LINE From Pler 14, N. R.

New York—Dover—Antwerp.
Zeeland.....June 20 Finland.....July 4
Kroonland....June 27 Vaderland.....July 11 WHITE STAR LINE From Pier New York—Queenstown—Liverpeol.
Cedric ...June 18, 10 A.M. (Celtic ...July 2, noon
Arabic ...June 28, 3:20 P.M. Baltic ...July 9, 2 P.M.
Plymouth—Cherbourg—Southampton.
Adriatic June 17, 10 A.M. Oceanic .July 1, 10 A.M.
Majestic June 24, 10 A.M. Teutonic July 8, 10 A.M.
ALSO REGULAR SAILINGS TO ITALY
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PASSENGER OFFICES. 9 BROADWAY.

CUNARD LINES From Piers 31-52-54. North River. QUEENSTOWN—LIVER POOL. LONDON—PARIS.

Lusitania. June 17, 4 P.M. | Carmania. June 27, 2 P.M. | Umbria. June 26, 10 A.M. | Campania. July 1, 10 A.M. | Mauretania. June 24, noon Etrula. | July 4, 10 A.M. Mauretania (Largest, Finest and Fastest Steam ships affoat in the world-sall

Lusitania \ WEDNESDAYS HUNGARIAN-AMERICAN SERVICE TO FIUME, VIA GIBRALTAR, NAPLES, TRIESTE. SLAVONIA June 18, noon; Aug. 6, Sept. 24
PANNONIA July 2, noon; Aug. 30
CARPATHIA July 16, noon; Sept. 3,
CARONIA Nov. 28

Vernon H. Brown, Gen'l Agent. 21-24 State St., opposite the Battery. North German Lloyd. Fast Express Service.

PLYMOUTH-CHERBOURG-BREMEN-10 A. M. Kaiser Wm. II June 23 Kronprinzessin....July 7 Kaiser d. Gr... June 30 Kronprinz Wm... July 14 Twin-Screw Passenger Service. PLYMOUTH-CHERBOURG-BREMEN-10 A. M Bremen June 18 Friedrich Wm...June 2 *Friedrich d. Gr..June 20 Barbarossa...June 2

Mediterranean Service. GIBRALTAR-NAPLES-GENOA-AT 11 A. M.
P. Irene. June 20 K. Albert. July 18
K. Luise. July A P. Irene. Aug. 1
North German Lloyd Travellers' Checks.
Oelrichs & Co., Agents, 5 Broadway, N. Y.

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Salling every Thursday, 10 A. M.,
from Pier 42, North River, foot Morton St.
*La Savole. June 18 *La Toursine. July 9
La Provence. June 25 La Bretagne. July 16
*La Lorraine. July 2 *La Provence. July 28
*Twin Screw steamers.

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